

CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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SECURITY INFORMATION

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COUNTRY	Czechoslovakia	REPORT NO.	<div style="border: 1px solid black; width: 100px; height: 20px;"></div>
SUBJECT	1. The Karvina Coal Mines 2. Important Installations in Karvina 25X1	DATE DISTR.	31 March 1953
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(FOR KEY SEE REVERSE)

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1. About 15,000 of the 40,000 inhabitants of Karvina work in the Karvina Coal Mines.
2. The old mines known as Mir, I Maj, Novy York, Frantiska, Hlubina, Jidhriska and Benes are located under the streets of the town itself. A new mine, which was opened in 1950, is situated a few hundred meters in back of the Larys Palace. Connecting shafts are being cut between the Mir mine and the new one.
3. Because of the increased exploitation of the mines during the last few years buildings are becoming rickety and are in danger of collapse. Occupants are being transferred to new quarters, which are being built up in increasing numbers at Karvina I (formerly Frystat), situated about 5 km. from the old town. Karvina I is developing rapidly and will soon replace the old town.
4. Each mine has its own railroad sidings to the Karvina station, which serves as the assembly point for the shipment of coal. Three loaded trains of 18 to 20 freight cars reach the station from each of the mines per day. Most of the coal is dispatched in the direction of Bohumin; the rest is sent in the direction of Zilina, Kosice and Bratislava, in Slovakia.
5. The miners are paid piecework rates. Wages range from 4,000 kcs. per month to 20,000 kcs. for Stakhanovites. It has been observed that few men can stand the strain of the Stakhanovite pace and that most of them must leave their jobs after about two years.
6. At the end of 1949 or the beginning of 1950 a large plant for the production of synthetic gasoline from coal was built near the Benes mine, ten minutes' walk from the railroad station. It is said that some of the by-products are used for margarine production elsewhere in Czechoslovakia.
7. At the beginning of 1952 the waiting room and freight depot at the railroad station were closed, and a wooden hut to replace them was erected on the other side of the tracks, opposite the old building. The station is now used for passenger

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traffic and coal shipment only; all other freight has been diverted to Karvina I since January 1952. The tracks at the old station are in poor condition and underwent constant repair during the winter of 1951.

8. A power station was built in Benesova Ulica in 1950. Additional current is still being supplied from Moravska Ostrava, because the local station is too small.
9. The town hall is in Vitezstvi Ulica, near Larys Palace, the police station (Sbor Narodni Bezpecnost) opposite the Town Hall, and the Security Police (Statni Bezpecnost) near the police station.
10. There are a municipal hospital and a workers' hospital at Karvina. There are five Czech schools, one Polish school, and a trade school in the town.

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